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BOSTON FLEET MET SNOWSTORM

Vessels Arriving Yesterday Were Incased in Ice.

Two off-shore crafts and 15 of the boat fleet are on the Saturday market at T wharf this morning. Prices are as good as can be expected, considering the state of trade, the time of the week and the fact that the dealers are looking for a bunch in on Monday, when the last week in Lent opens.

Sch. Lizzie M. Stanley has 90,000 pounds, the largest fare in. Capt. Geo. Nelson has been out in her and the fine catch shows that he is still very much in the game. Sch. Mooanam, with 50,000 pounds, is the other off-shore trip in.

Of the market boats sch. Mary C. Santos has 29,000 pounds and sch. Mary E. Cooney has 28,000 pounds, this latter being the result of just one set. Capt. Frank Cooney of the latter craft has certainly been "carting them in" since the new year came in. In January his crew shared \$132, in February \$190 and including this trip, the share thus far this month is over \$90. This is making big money fast.

Sch. Gertrude has 24,000 pounds and sch. Mary T. Fallon 16,000 pounds. The other fares were small.

Off-shore haddock brought \$1.65 and shore goods \$2.25. No sale is reported for off-shore cod, but large shores brought \$3.50 and markets from \$1.75 to \$2. Pollock sold for \$2.

The vessels at Boston yesterday passed through severe cold coming across the bay during the night, and those which arrived after midnight were coated with ice as badly as if it were midwinter. Thursday the fishermen had a snowstorm much worse than the one that visited the shore, and for over six hours a heavy snow, driven by a nasty, sharp wind, fell on the ocean.

For the week ending Thursday there were at T wharf 121 arrivals with 2,646,800 pounds of fresh fish against 165 arrivals with 3,229,400 pounds for the corresponding week last year.

The receipts in detail are:

Boston Arrivals.

Sch. Cherokee, 4000 cod.
Sch. Little Fanny, 3000 haddock, 2200 cod.
Sch. Blanche F. Irving, 3000 haddock, 2000 cod.
Sch. Mary T. Fallon, 12,000 haddock, 4000 cod, 500 hake.
Sch. Gertrude, 17,000 haddock, 3000 cod, 2000 hake, 2000 pollock.
Sch. Lizzie M. Stanley, 70,000 haddock, 20,000 cod.
Sch. Edith Silveira, 10,000 haddock, 500 cod.
Sch. Mary E. Cooney, 25,000 haddock, 3000 cod.
Sch. Julietta, 4000 haddock, 500 cod.
Sch. Victor and Ethan, 17,000 haddock, 2000 cod, 1000 hake, 1000 pollock.
Sch. Mary C. Santos, 23,000 haddock, 2000 cod, 3000 hake, 1000 pollock.
Sch. Mooanam, 20,000 haddock, 30,000 cod.
Sch. Wodan, 3000 cod.
Sch. Mary Emerson, 5000 cod.
Sch. Hobo, 3500 cod.
Sch. Columbia, 1000 cod.
Sch. Rara Avis, 1500 cod.
Off-shore haddock, \$1.65 per cwt.; shore haddock, \$2.25; shore large cod, \$3.50; shore market cod, \$1.75 to \$2; pollock, \$2.

Fish Trade Conditions.

Says the Fishing Gazette of the salt fish situation:

"Trade conditions are only fair, despite the fact that it is Lent," said a leading salt fish dealer the other day. Still, the market is firm, and an advance, particularly in foreign and domestic mackerel, is looked for very soon. Stocks in general are light.

There are no reports of curing at the Irish stations.

Holland herring are moving well, at firm prices.

Norways continue to sell steadily in a hand-to-mouth way.

Scotch herring, which have been somewhat neglected, are more inquired after.

There is little present interest in Irish.

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The market in Greece is reported in a bad way, as too much fish has gone to that country; the total, including French fish, and via the U. S. A., reaching over 70,000 quintals, whereas the normal consumption under the most favorable conditions does not exceed 60,000 quintals. This year the political crisis has interfered with business of all kinds.

Advices from other foreign markets indicate a lull in demand. Lenten requirements have been provided for, with continuous extensive arrivals.

For strictly prime grades of codfish, present quotations are not likely to recede, even firmer prices being expected after Easter, in view of depleted stocks of last season's catch.

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WILL BRING TRIP TO THIS PORT.

Sch. Monitor Has Biggest Halibut Fare of the Season.

Portland is very much in the lime light this morning with two fares of halibut, one the largest of the season, and a big haddock trip there, beside a number of market boat fares. Sch. Margie Turner of that port, commanded by Capt. Samuel Colson of this city, is there with 15,000 pounds of halibut and sch. Monitor, Capt. John McKay of this port, is there with the biggest halibut catch of the season thus far, Capt. McKay hailing the trip for 45,000 pounds.

Beside the halibut, schs. Slade Gorton, Capt. George E. Heckman, is also there with 100,000 pounds of fresh haddock and cod, from Brown's bank.

As sch. Margie Turner is a Portland vessel, she will sell her trip there, but sch. Monitor will bring her fine fare to this port to market. This morning the Portland dealers offered Capt. McKay 10 cents per pound for white and 8 cents for gray, this with the heads off, but as the price here this morning is 10½ cents per pound for white and 8½ cents for gray, with the heads on, which is of course a much higher figure than the Portland offer, Capt. McKay did not feel like selling at the Portland figures, so hoisted the sails on his craft and headed for this port and will be here in time to sell tomorrow.

MILLIONS OF DEAD FISH.

Great Shoal Half a Mile Long Reported off Diamond Shoals.

"Reef ahead," shouted the outlook of the steamer Morro Castle Saturday afternoon, at a point 15 miles north of the Diamond shoals, where no reef ought to be. The Morro Castle left New York for Havana last Thursday and a message by wireless tells the story.

Capt. Johnson headed for the discovery. Then as the Morro Castle brought the flashing reef within eye reach, it was seen that what was supposed to be rocks was an immense school of dead fish. On the broken surface of the sea millions were floating.

According to Capt. Johnson the fish covered an area half a mile long and 500 feet wide.

FINDING POLLOCK SCARCE.

Fleet on Maine Coast Now Doing Poorly.

The pollock fleet are finding fish very scarce on the Maine coast. Sch. Mary E. Harty with others of the fleet, was at Rockland Saturday and Capt. Reuben Cameron reported nothing doing lately, one haul of 1200 pounds by a small boat, and another small catch by sch. Elmer E. Gray being all there was taken.

Capt. Cameron will come home Wednesday and fit his craft for southern mackerel seining if no pollock show before then.

Steamer Bessie M. Dugan was in at Southwest Harbor recently.

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Halibut Sales.

The fare of halibut of sch. Massachusetts sold to the New England Fish Co. and that of sch. Corona to the American Halibut Co. each at 10½ cents per pound for white and 8½ cents for gray. This is an advance of a half cent per pound on both white and gray on last sales here.

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SOME FISH MAY GO TO SPLITTERS

Large Receipts at Boston Cause Low Prices.

Thirty arrivals at T wharf this morning, 16 of them from the off-shore grounds of Georges and Brown's Bank, bring a total of 1,400,000 pounds for the opening market of the fish week. The result is low prices all around, with the exception of large hake and a lot of the off-shore trips unsold, as far as their codfish are concerned. It looks as though some of the fish would come here for the splitters.

The off-shore fares range from 38,000 to 105,000 pounds, sch. Thomas S. Gorton having the latter amount, although hailing for 89,000 pounds. Sch. Onato has 100,000 pounds and schs. Hortense, Clara G. Silva, Terra Nova, Mary DeCosta, Fannie Belle Atwood, Vanessa, Josie and Phebe, Catherine and Ellen, Morning Star and John J. Fallon have between 70,000 and 90,000 pounds each, all cod and haddock.

Of the market boats, sch. Mary B. Greer with 27,000 pounds is high boat and the new Provincetown sch. Josephine DeCosta, from her maiden trip, with 23,000 pounds. The boats did not get a chance to fish Sunday, so most of the fares are small, running from 2500 to 12,000 pounds, with one 15,000 pound and one 17,000 pound fare outside of those.

Off-shore haddock sold for \$1.25, with a few off-shore cod going at less than splitting prices, \$1.75 for large and \$1.25 for markets. Shore haddock and cod brought \$2.50, cusk and pollock \$2 and hake from \$2.50 for small to \$4.75 for large.

The receipts in detail are:

Boston Arrivals.

Sch. Onato, 50,000 haddock, 40,000 cod.
Sch. Robert and Arthur, 35,000 haddock, 22,000 cod.
Sch. Clara G. Silva, 50,000 haddock, 30,000 cod.
Sch. Hortense, 40,000 haddock, 35,000 cod.
Sch. Josie and Phebe, 35,000 haddock, 35,000 cod.
Sch. Thomas S. Gorton, 65,000 haddock, 24,000 cod.
Sch. Terra Nova, 60,000 haddock, 16,000 cod.
Sch. Fannie B. Atwood, 30,000 haddock, 60,000 cod.
Sch. Vanessa, 40,000 haddock, 30,000 cod.
Sch. Mattie Brundage, 28,000 haddock, 10,000 cod.
Sch. Matchess, 25,000 haddock, 10,000 cod, 5000 pollock.
Sch. Catherine and Ellen, 30,000 haddock, 30,000 cod.
Sch. John J. Fallon, 50,000 haddock, 10,000 cod.
Sch. Flora S. Nickerson, 35,000 haddock, 25,000 cod.
Sch. Morning Star, 70,000 haddock, 20,000 cod.
Sch. Mary DeCosta, 30,000 haddock, 10,000 cod.
Sch. Josephine DeCosta, 15,000 haddock, 5000 cod, 3000 pollock.
Sch. Lucy B. Winsor, 1500 haddock, 3000 cod.
Sch. Ellen C. Burke, 2500 haddock, 1000 cod, 1000 hake.
Sch. Athena, 14,000 haddock, 1000 cod.
Sch. Manomet, 10,000 haddock, 800 cod, 1000 cusk, 500 pollock.
Sch. Emily Cooney, 12,000 haddock, 300 cod.
Sch. Ida M. Silva, 2500 haddock, 1500 cod, 1000 hake.
Sch. Nettie, 1600 haddock, 1300 cod.
Sch. Yankee, 6000 haddock.
Sch. Mary E. Sinnett, 2000 haddock, 500 cod.
Sch. Evelyn M. Thompson, 15,000 haddock, 2000 cod.
Sch. Mabel Bryson, 8000 haddock, 500 cod.
Sch. Annie Perry, 18,000 haddock, 5000 cod, 1500 pollock.
Sch. Mary B. Greer, 8000 haddock, 5000 cod, 7000 hake, 7000 cusk.
Off-shore haddock, \$1.25 per cwt.; off-shore large cod, \$1.75; off-shore market cod, \$1.25; shore haddock, \$2.50; shore cod, \$2.50; hake, \$2.50 to \$4.75; cusk, \$2; pollock, \$2.

ENGLISH SKIPPERS MUST QUALIFY.

New Regulation Regarding Masters of Steam Herring Drifters.

The recent order of the Board of Trade of Great Britain that skippers and second hands of vessels engaged in the herring fishing industry shall pass a qualifying examination, has caused a good deal of consternation among the fishermen, especially those who "hev noo larnin'," as they say. The large increase in the number of steam drifters, which plough their way through the sea at 10 knots or so, is undoubtedly the cause of these precautions being taken. The drifters have a gross tonnage of fifty tons and upwards, and it is contended that unless in the hands of a certified skipper they are a source of danger to other vessels, especially in the track of shipping, as, for instance, in the vicinity of the Thames or Humber. Be that as it may, it says much for the innate skill with which the drifters have been handled hitherto that so few accidents have occurred.

Although many of the skippers of these craft know nothing of navigation proper, the inherited instinct of seamanship which they possess—a characteristic handed down for generations—has enabled them to pilot the boats so successfully that the immunity from mishaps has been extraordinary. They are a splendid, hardy type of Britisher, and there is no other section of the community which works so hard for long hours and endures so many hardships as that which mans the herring vessels. It seems a pity, when these men have done so well that they should not be allowed to continue to manage their boats in their own way, but in shipping circles it is pointed out that such a rule-of-thumb method is attended by great risks, which are accentuated by the continual increase of steam vessels.

The Board of Trade has consequently decreed that the old order shall change, giving place to new. At the outset, the Board tried to "rush" matters in a way that would have been detrimental to the industry generally. But pressure was brought to bear and considerable modifications resulted. For some weeks the men have been making the most of their time ashore before the westward voyage begins by attending classes for the purpose of learning navigation. Needless to say,

those to whom reading, writing and arithmetic are more or less foreign, have experienced great difficulty in taking the lessons to heart.

Boat Owners Alarmed at Shortage of Skippers.

It is rather significant that many of the younger men have "given up" the task of study, as the rather formidable examination has proved uncongenial to them. The boat owners are naturally alarmed at this state of things, for there is a shortage of skippers already, and inducements are being offered for the men to persevere in their efforts to pass the examination, which is a difficult one for men of this class and education. In the case of the older men, the Board of Trade has granted "authorities" which hold good till 1912. What will happen then cannot be foretold.

As matters stand at present, a great hardship is inflicted on those men (capital seamen in their way) who have for the greater part of their lives been in command of sailing boats, which, for herring fishing, are gradually being replaced by steam drifters. In accordance with the new order, a man who has commanded a sailing boat, must not take charge of a steam one without passing the qualifying examination. Nearly all the sailing skippers engaged in the herring fishing are men of "no learning," and it is therefore impossible for them to present themselves for the examination. The only thing for them to do when their boats become obsolete is to ship before the mast on a steam drifter (not a pleasant position for a skipper of some years' standing) or lose their employment. It is to be hoped that the Board of Trade may be induced to reconsider the case of these men, which is undoubtedly a hard one.

What will be the general effect of the new order remains to be seen. The fishermen, considering their achievements in the past, are remarkable sailors, and it is more than likely that they will stick to their old method, being neither the better nor the worse for the examination, and forgetting that such a thing as a sextant exists. There is little doubt that these men—these true sons of the sea—can, in many respects, give points to those who have become proficient in the technicalities of navigation and beat them. As one of the fishermen remarked the other day, "The best learners don't always make the best seamen," and he was not far wrong.

POOR FISHING ON GEORGES.

Offshore Haddock Fleet Reported Gone to Eastward.

Saturday afternoon quite a bunch of the little shore boats came in and landed cod fares at the Fort, and yesterday two fresh halibuters and one of the Georges haddock fleet arrived, but this morning found no additions to that list, although some of the vessels fishing to the eastward had been looked for. This will be a busy week along the water front as lots of the dory handliners and several of the seiners will be fitting out and several of them will get away before next Sunday.

Saturday afternoon, the steam netters Quoddy and Nomad each had good fares, while the sloops On Time and Petrel and schs. N. A. Rowe and Mary Emerson had from 2500 to 3500 pounds each of fresh cod, all of which sold to market.

Yesterday morning, sch. Massachusetts, Capt. John J. Carroll, came in after a short trip to St. Peter's bank with 23,000 pounds of halibut and during the afternoon sch. Fannie E. Prescott, Capt. Thomas Downey, shot in at the Gloucester Fresh Fish Company from Georges with 60,000 pounds of fresh cod and haddock. The craft had a good run, leaving the ground for home Friday night. Capt. Downey reported quite a stiff breeze going outside. He also reported pretty slim fishing on Georges and that quite a lot of the off-shore haddockers were to the eastward. He had the finest kind of weather and fished eight days in succession for the fare of 60,000 pounds. The other vessels there were also finding fish scarce.

During the afternoon sch. Corona, Capt. Augustus Peterson, arrived from Quero bank with a fine catch of halibut, the catch being estimated between 33,000 and 38,000 pounds, with a few fresh cod and hake on the side. The craft has been gone four weeks and though striking bad weather at first found both good weather and good fishing of late on Quero bank. The arrivals and receipts in detail are:

Today's Arrival and Receipts.

Sch. Fannie E. Prescott, Georges, 60,000 lbs. fresh fish.
Sch. Massachusetts, St. Peter's bank, 23,000 lbs. halibut.
Sch. Corona, Quero bank, 38,000 lbs. halibut, 3000 lbs. fresh fish.
Steamer Quoddy, shore, 10,000 lbs. fresh fish.
Steamer Nomad, shore, 7000 lbs. fresh fish.
Sloop On Time, shore, 3500 lbs. fresh fish.
Sch. N. A. Rowe, shore, 3500 lbs. fresh fish.
Sch. Mary Emerson, shore, 3000 lbs. fresh fish.
Sloop Petrel, shore, 2500 lbs. fresh fish.
Sch. Emily Sears, shore.
Sch. Nokomis, shore.

Vessels Sailed.

Sch. Elizabeth N., Bucksport.
Sch. Catherine D. Enos, shore.
Sch. Ellen C. Burke, Boston.
Sch. Mabel E. Bryson, Boston.
Sch. Walter P. Goulart, shore.
Sch. Annie and Jennie, shore.
Sch. Maud F. Silva, shore.
Sch. Mary E. Cooney, shore.
Sch. Flora J. Sears, shore.
Sch. Edith Siveira, shore.
Sch. Ida M. Silva, Boston.
Sch. Thalia, shore.
Steamer Nomad, shore.
Steamer Quoddy, shore.
Sch. Richard, haddocking.
Sch. Susan and Mary, haddocking.
Sch. Dictator, halibuting.
Sch. Niagara, halibuting.
Sch. Nokomis, shore.

Today's Fish Market.

Bank halibut, 10½c per lb. for white, and 8½c for gray.
Georges halibut, 10c per lb. for white and 8c for gray.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, \$3.50; mediums, \$3.00.

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THE SEINING FLEET.

Some of the Vessels Who Will Fit Out This Week.

Among the seiners fitting out this week for south mackerel fishing are: Sch. Monarch, Capt. John Mattheson. Sch. Clintonia, Capt. Ralph Webber. Sch. Oriole, Capt. Charles Maguire. Sch. Ralph L. Hall, Capt. Frank H. Hall.
Sch. Aloha, Capt. John McInnis.

Herring at Bay of Islands.

Regarding herring matters the Bay of Islands, N. F., Western Star says: "Inspector O'Reilly in his report on the herring fishery advocates raising the price of salt bulk herring to \$1.75 and of frozen herring to \$2.50. This is only fair and reasonable, considering the great expense our fishermen are put to in fitting out for the fishery and it is to be hoped that the government will find it expedient to make some change that will give the fisherman a larger profit on his investment than he enjoys at present.

"Good reports of fishing have been coming in from Goose and Penguin Arms. In some cases five barrels to a net have been taken, the average catch being about three barrels. The Indiana is reported to have secured 800 barrels."

Portland Fish Notes.

Besides the fares brought in by the small boats Friday two trips of fish arrived here, the steamer Carrie and Mildred with 3000 and the Lochinvar with 15,000.

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BACK FROM PENSACOLA.

Charles Lovett Brings News Concerning Gloucester Fishermen.

Charles Lovett of this city, who has been snapper fishing out of Pensacola, Florida, all winter, has arrived home. He reports quite a lot of Gloucester fishermen there this winter and they had done fairly well, as the season had been a good one. Capt. Benjamin A. Spurling of Boothbay Harbor, Me., with whom he had been, was high line of the fleet and Capt. Frank Cooney, Jr., formerly of this city, was right up among the leaders.

Mr. Lovett says the weather had been warm and pleasant all the season, the men fishing in their shirtsleeves. It was a common custom to take a daily bath in the lee scuppers and about all the outfit a man needed was a couple pair of overalls and a wide brimmed straw hat.

GOING TO THE HAGUE.

Sir Charles Fitzpatrick, chief justice of the supreme court of Canada, will sail from New York this week to attend the sittings of Hague Tribunal on which he is a representative of Great Britain, and before which the North Atlantic fisheries case will be argued in June. He will be absent about four months.

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Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
 Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
 Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.
 Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

Fishing Feet Movements.

Capt. James McLean is here to fit sch. Diana for south mackerel seining.
 Capt. Simeon Hirtle is here to fit sch. Gossip for dory handlining.
 Capt. Angus Hines will now fit sch. Annie M. Parker for dory handlining.
 Sch. J. J. Flaherty, Capt. Fred LeBlanc, and sch. Tattler, Capt. Alden Geel, are fitting today for dory handlining.
 Capt. William Gould is fitting sch. Mattie Winship for Georges handlining.

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LARGEST TRIP FOR TEN YEARS.

Sch. Slade Gorton of This Port Surprised Portland Dealers.

Here's how the Portland Express and Advertiser tells of the arrival of sch. Slade Gorton of this port at that port yesterday with her big fresh fish fare:

"With enough fish in her hold to feed every person in Portland for a week the fishing schooner Slade Gorton arrived in Portland harbor this morning and the local fish dealers were taken off their feet when Capt. George Heckman announced that he had about 110,000 pounds of mixed fish on board. Not for 10 years has a fishing vessel come into Portland with such an enormous amount of fish and one man remarked that it reminded him of the old days when the Gloucester fishermen made Portland their headquarters.

"Not only was the fare a record breaker, but the time in which the fish were caught is a feat to which the vessel's commander and her crew can point with pride. Exactly eight days ago the Gorton left Gloucester for the La Harve fishing grounds and After Fishing For Five Days She Was Loaded Down

with so much fish that Capt. Heckman decided to set sail for Portland and with her decks awash most of the time during the trip the Gorton headed into Portland arriving here early this morning.

"The fare of the Gorton was bought by the F. S. Willard Company of Central Wharf and Albert D. Willard of the firm stated today that the fare brought in by the Gorton was the largest landed here for the past 10 years at least. 'It really seems like old times,' said Mr. Willard. 'Several years ago we were accustomed to handle such fares, but in recent years we thought it was doing exceptionally good work if the entire fleet brought in 100,000 pounds of mixed fish.'"

Recent Pensacola Arrivals.

Smack arrivals last week were: Favorite, 15,000 snappers and 10,000 groupers; Dorothy, 20,000 snappers and 30,000 groupers; Henrietta G. Martin, 24,000 snappers and 23,000 groupers. The Warren Fish Co. had the Isabel, with 16,000 snappers.

The biggest trips of snappers made this winter were by the smacks Ruth A. Welles and Osceola, which had 33,000 pounds each. The biggest share made was by the crew of the Osceola, \$61 each. Other crew shares were: Arcoma, \$58; Henrietta G. Martin, \$58.50; Clara R. Harwood, \$45; Lottie G. Howard, \$48. Other smacks averaged about \$30 each.

Fishing on Campeche Banks is about over and the fishermen are getting ready for mackerel. The gasoline smack Wallace McDonald has been in dry dock and is now being painted and put in readiness for summer fishing. The Dorothy is in dry dock. She will be in command of Capt. Hans Johnson, formerly of the Clara R. Harwood.

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DORY HANDLINE SALT COD FLEET THE LARGEST FOR A DECADE.

Good Success Last Year Causes Other Skippers to Try Their Luck.

Fifty or More Vessels Will Sail From New England Ports.

The New England dory handline salt codfishing fleet for the 1910 season will be the largest for considerable over a decade. The success attendant on the dory handliners last season on Quero bank and at the Virgin Rocks was almost unprecedented, a rare combination of unusually fine weather all the season, coupled with a remarkable plentitude of both codfish and squid for bait on the fishing ground giving the vessels engaged the chance of a lifetime for big trips. Last year 44 vessels engaged in this fishery, many of them going late for one trip. This season 50 or more vessels will engage and the most of them will go early.

This will give a chance for the great majority to make two trips, if fish and bait are found in goodly quantities. Last season the 44 vessels engaged landed 69 fares, aggregating about 15,000,000 pounds of salted codfish of splendid quality.

On the success or failure of the dory handline fleet this season much depends, as there are only nine trawl salt bankers going, and the cutters and curers are depending on the dory handliners as the main stay of the salt cod supply of the coming season.

The following is the list of vessels 37 of which will go from this port, at present selected to engage in this fishery. A few more may be added later. Last year only 15 of the fleet sailed before May 1. This season, two vessels, schs. Maxine Elliott and J. J. Flaherty have already sailed, and it looks as though over half the fleet would be away before May 1.

The vessels sailing from the various ports will be:

Gloucester.

Sch. Tattler, Capt. Alden Geel.
 Sch. J. J. Flaherty, Capt. Fred LeBlanc.
 Sch. Maxine Elliott, Capt. Patrick Shea.
 Sch. Annie M. Parker, Capt. Angus Hines.
 Sch. Alice R. Lawson, Capt. Charles Rudolph.
 Sch. Meteor, Capt. Manuel Caton.
 Sch. Harry A. Nickerson, Capt. William Clark.
 Sch. Firt, Capt. Robert Winslow.
 Sch. Olga, Capt. John Burton.
 Sch. Gossip, Capt. Simeon Hirtle.
 Sch. Miranda, Capt. James McDonald.

Sch. Athlete, Capt. Thomas Benham.
 Sch. Hattie L. Trask, Capt. James Amoro.
 Sch. Corsair, Capt. Oscar Lyons.
 Sch. Priscilla Smith, Capt. John McKenzie.
 Sch. Helen G. Wells, Capt. Edward Hiltz.
 Sch. John R. Bradley, Capt. Owen Whitten.
 Sch. Eglantine, Capt. Percy Firth.
 Sch. Arkona, Capt. Newman Wharton.
 Sch. Aloha, Capt. John McInnis.
 Sch. Norma, Capt. Stillman Goodwin.
 Sch. Arbutus, Capt. Alex. Kemp.
 Sch. S. P. Willard, Capt. Joseph V. Conrad.
 Sch. Titania, Capt. Patrick Vale.
 Sch. Avalon, Capt. Louis Wharton.
 Sch. Lottie G. Merchant, Capt. William Wagner.
 Sch. Madonna, Capt. Uriah Firth.
 Sch. Elector, Capt. Daniel Rider.
 Sch. Hattie A. Heckman, Capt. Israel Bellevue.
 Sch. Gladiator, Capt. Nelson Thorburn.
 Sch. W. E. Morrissey, Capt. Hiram Forbes.
 Sch. Mina Swim, Capt. William Forbes.
 New schooner for Atlantic Maritime Company.
 Sch. Lizzie M. Stanley, Capt. George Nelson.
 Sch. Ella M. Goodwin, Capt. James D. Goodwin.
 Sch. Blanche, Capt. Stillman Goodwin.
 Sch. Georgie Campbell, Capt. Thomas Flannagan.

Bangor.

Sch. Lizzie Griffin, Capt. William Anderson.

Bucksport.

Sch. Elizabeth N., Capt. Allen McIsaac.
 Sch. T. M. Nicholson, Capt. Lester Gilley.
 Sch. Hiram Lowell, Capt. John Cross.
 Sch. William Matheson, Capt. Albert Gott.

Provincetown.

Sch. American.
 Sch. Lottie Byrnes.
 Sch. Monitor.
 Sch. Gladstone.
 Sch. Gov. Russell.

Boston.

It is understood that sch. Thomas A. Cromwell, Capt. William H. Goodwin and sch. Flora S. Nickerson will go from Boston.

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NO CLAM EXCLUSION.

This Would Be the Last Blow at the Liberties of a Free Country.

That the free-born American citizen of the Massachusetts coast does not take kindly to the idea of being restricted in his digging of clams was made evident Thursday by the vociferous protest put forth at the hearing on the bill granting cities and towns the right to issue leases of clam flats below mean high water mark. It was the general opinion of the remonstrants, hard-headed men of affairs, that the plan savored of tyranny and would open up a grave danger of favoritism and corruption.

The clambers are probably right. If the admirable clam is in danger of extinction, the state may well protect him by restrictions or a close season. But the idea of making him into trust is repugnant to every man of taste. We are burdened quite enough by food monopolies as it is. The inclusion of the clam would be the last blow.—Boston Post.

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Provincetown Notes.

Sch. J. P. Johnson, Capt. John Silva, hauled away from winter quarters Saturday to engage in the season's fishery.

Capt. Jackson Williams has sold one of his weir boats to Robert A. Hammond of Sandwich, to be used in connection with his traps and cold storage business at that place.

The new sch. Josephine DeCosta, Capt. Marion Perry, arrived at Provincetown Monday afternoon. Her coming was heralded by the din of whistles and cannon. The new craft came proudly up the harbor in a spanking westerly breeze, under full lower sails and with bunting flying. Many other vessels had their colors set.

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Halibut Sale.

The fare of halibut of sch. Monitor was sold to the New England Fish Company at 10 cents per pound for white and 8 cents for gray.